of the mast. Then the distance from the jib stay was measured and the base of the triangle was easily calculated, it being the mean of these two measurements. The gaff came next. As it was on top of the boom it could be measured without any climbing. Then came the distance from the boom to the topsail halyard block. For this purpose a bo'sen's chair had to be rigged, and the assistant was heisted to the truck where he held the tape against the top of the sheave of the halyard block. While this had been going on the crew of the Columbin had been stripping the yacht of everything that would not be used in the races. There was a ratt loaded with all sorts of things from bunks to hanks of rope that were taken out of the yacht, and Mr. Iselin and Capt. Barr cast an eve around to see that nothing was left on

board that would not be wanted. During the measuring process the crowd about the basin had increased. Sir Thomas Lipton, Lord Charles Beresford, Arnold Morley, Sir Henry Burdette, Chevaller de Martino, and others of the Erin party had arrived, and they were watching the work on board the yacht with great interest W. Butler Duneau, Jr., Capt. Woodbury Kane, and Newberry D. Thorne were walking about to try and keep warm. Nearly every one seemed to be wrapped in a big overcoat, and those who did not have on gloves kept their hands in their pockets. The only person who appeared to be enjoying the cool weather was Connell. He had on a thin suit of summer clothing and act-ed as though he was very comfortable.

The last spar to be measured was the spinnaker pole and it was found that if it was not cut down a few inches it would be penalized. Capt. Barr got a saw and took two inches off each end. When all the spars had been measured Mr. Iselin shouted to Mr. Dunean to come on board. A small boat was sent to the side of the dock and Mesers, Dunean, Leeds, Thorn, Lippitt and Kane got into it and were rowed out to the Columbia. They climbed aboard and every one was ordered to sit down as near amidship as possible. To measure the water line length Hyslop has a long spar with which he first measures the overhang at each end and then the length of the yacht on deck. Mesers. Hyslop, Connell and Herreshoff were rowed to the bow of the boat. A piece of twine was attached to one end of the measuring stick and one end of this twine was passed up on the starboard side of the yacht and the other end on the port side. Capt. Barr held one end and mate Miller the other. A plumb line had been dropped over the stem of the yacht, which was to mark the exact place of the forward end of the yacht. The measuring stick was pushed under the bow and those who held the pieces of twine pulled or loosened them as they were instructed by Hyslop until he had the stick at the point under the bow where the water

When he got it in the right position he called on Connell and Herreshoff to see that it was right and then when they were satisfied the two went forward to find out at what mark the plumb line was pointing. This gave the forward overhang. As soon as this was decided the boat was rowed to the after end of the yacht and the same operation repeated. While this was going on Assistant Con-structor Watts of the Navy Yard had gone out in another small boat to watch the operation and his opinion was asked on the measurement. He looked at the measuring stick' and at the plumb line as it hung ever it and every one seemed to be satisfied. The rules of the N. Y. Y. C. say that the water e must be marked on the sides and at the forward and after end, and Hyslop produced a bottle of red paint, a stencil and a brush. A line was painted under the counter and on each side of the boat about amidships. A V-shaped mark was put where the water reached on the side and another mark was put on the bow. Then the measurer and the inspectors climbed on the deck of the yacht, and when the overall length was measured the water line length was soon found.

Mesars, Iselin and Herreshoff held a short consultation after looking at the figures. They were evidently a surprise to them. The yacht was not low enough in the water and her length was too short. A quick order was given Half a dozen members of the erew jumped into the small boat and were quickly rowed to the | Luckenback, and two big cameras of a biograph side of the dock and then they ran to the St. Michaels, while others got into the boat which had returned to the Columbia and were soon following their shipmates. The men came back again carrying pigs of lead, which were taken out to the Columbia and stowed away below deck. In all they brought twenty pigs that weighed eighty five pounds each, making 1.700 pounds of lead that was put on board to bring the yacht down to her proper bearings, Then all the measuring had to be done over again, and it was long after I o'clock when the task on the Columbia was ended.

While the Defender was being measured, Sir Thomas Lipton and his friends were interested spectators. The owner of the Shamrock said that he was satisfied that the races would be the most interesting in the history of the America's Cup, and if the trophy remained here, why, he could challenge again. He would not say positively that he would issue a defy but he intimated that he would be back next year with a better boat. "I have never failed in anything I have undertaken yet," he said, and I look for success this time."

Lord Charles Beresford looked the defending yacht over carefully and seemed to be greatly impressed with her. He said:

The Columbia is certainly a beautiful boat She is very symmetrical and her lines are easy and fine. She has much longer overhangs than the Shamrock, and is much the prettier boat of the two. I think, though, that if the Shamrock were painted white her appearance would be very much improved and she would not look so big and bulky as she does now. But you know she is an Irish boat and there is a great deal in that green. The Columbia is very lightly rigged, but her designer probably knows more about that than I do. We are going to have some very interesting sport dur ing the next few days and we all wish the best

Chevalier de Martino said the Columbia looked to him like a beautiful woman and he could not praise the yacht enough.

As soon as Mr. Hyslop got through with the Columbia Mr. Iselin and his friends went to the St. Michaels where they had a hurried lunch, while Sir Thomas Lipton and his friends boarded the Plymouth for refreshments. Then Sir Thomas and Arnold Morley went on board the Shamrock and preparations were made for measuring her. The Britishers were rather disappointed at the long time spent on the Columbia. They had hoped to get through with the work early in the morning and have a sail on the Shamrock after being towed down to the Hook. When they reached the Navy Yard in the morning the representatives of the two should be put in the measurer's hands first Iselin had his usual luck and won. When the yacht had been gone over and it was decided to put in some more lead and remeasure her there was a little grumbling for a time, as they said the delay cost them the little practice that they wanted

It was 1:30 o'clock when the caisson at the end of the dock was taken away and the tug Wallace B. Flint passed a line to the Columbia. Then the yacht was slowly pulled out into deep water. The Shamrock had been drawn aside to make room for the defender to pass. The two yachts were getting near each other and for the first time there was a chance to compare the two, side by side. The Columbia looked more graceful, and her overhangs seemed to be much longer. Her lines seemed to be fine and easy while the Shamrock supeared big and powerful. The topmast of the Columbia towered way above that of the challenger, but the boom, bowserit and gaff of the latter were much longer. The contrast begreat. It was seen that the Shamrock, in spite of having a smaller topmast, had a much larger sail spread and the timid ones began to be

When the Columbia had been brought to within 100 feet of the Shamrock, Capt. Barr hauled close over the decks. It will then be a series of tacks against the wind to the mark, Thirty-second and Broadway.

cheers for the Shamrock. They were given with a will. Then Capt. Hogarth got his crew together and three hearty British cheers rang out for the Columbia, Sir Thomas cheering as heartly as any one on board and waving his hat at the same time. The Columbia, after being pulled well out of the way of any other vessel, anchored. When the dock was clear the Shamrock was warped in and the caleson closed. Measurer Hyslop, N. G. Herre-shoff and Jesse Connell then went to work on the challenger, doing the same as had been done on the Columbia. It did not take so long to get through with the Shamrock, however. The spars were the first to be inspected with the tape, and their measurements did not seem to cause any surprise Then they got to work on the water line the crew being massed amidship. There were more men on board the Shamrock than on the Columbia, each yacht being allowed three men for every five feet of racing length or fraction thereof. This gives sixty-three men to a boat, if it is necessary to have that many. The overhangs of the Shamrock were marked and then the over-all length was taken. When Measurer Hyslop produced his figures, Nat Herreshoff seapped them carefully to see that there was no mistake. It had been expected that the Shamrock would be built up to the limit, like the Columbin, and it was a suprise to all when it was found that Fife had designed her with

more than two feet to spare. As soon as the measuring had been complated the challenger prepared to go down to the Hook. The Columbia in tow of the tug Wallace B. Flint started shortly after 3 o'clock and she was saluted by all the vessels in the harbor as she went. The whistle of the Flint was constantly tooting in acknowledgment of the salutes. C. Oliver Iselin and N. G. Herreshoff waited until Measurer Hyslop's work had been finished on the Shamrock and then they followed the Columbia on the St. Michaels The challenger was floated out of the dock about 4 o'clock. She took a line from the tug James A. Lawrence was soon on her way after the Columbia. It was 4:15 o'clock when the Shamrock passed under the Brooklyn Bridge, and those who it passed under. The bonts in the river saluted crews on steamers waved enthusiastically to the yacht that has come to try to "lift the cup." The tender Plymouth followed his guests, who were on board the Erin, were soon taken to the old moorings in the Horse shoe. Both racers were safely at the Hook be-

Before he left the Navy Yard C. Oliver Iselin in talking to a reporter of THE SUN said: "I expect to win three straight races with the Columbia, and I think that the Shamrock

will be most dangerous in light weather."

The yachts will get under way early this morning, and will, it is expected, do quite a little sailing before the time for the races. Hugh C. Kelly has been selected as the repre sentative of the Royal Ulater Yacht Club on board the Columbia, and H. F. Lippitt will ook after the interests of the New York Yacht Club on the Shamrock.

Measurer Hyslop arrived at the New York Vacht Club shortly after 6 o'clock last evening He had roughly figured the result of his day's work, and when he was asked about the figures "Our boat is the bigger and the Columbia has to allow." The club house was full of yachtsmen, among whom were ex-Commodore E. M. Brown, J. V. S. Oddie, S. Nicholson Kane, Col. Delancey A. Kane, H. F. Lippitt, Ernest Staples, Chester Griswold, Stephen Penbody, Dr. J. C. Barron, A. Van Santvoord and many others. They wanted to ask a few questions, but Hyslop requested them to wait while he went over his figures again. When they were posted there was some tall thinking.

There was a little betting on the result of the races during the day. Out-of-town money was telegraphed here to be placed on the Columbia, A few wagers were laid at 10 to 8 on the challenger. One man bet \$500 to \$400 on the Columbia. One or two wagers were placed at odds of \$100 to \$75. The supporters of the Shamrock wanted better odds, which the Columbia men were not willing to give.

The Regatta Committee will be on the tug company, each capable of taking thirty pictures a second, will be in operation on the tug. In the event of any foul, such as occur. ed in the Defender-Valkyrie races, the camera will b turned on and pictures taken as long as the committee directs. Pictures will also be made of the start and finish of each race, and the New York Yacht Club is to have, by the cour tesy of a biograph company a mutoscopic record of the races for its historical archives. Sir Thomas Lipton has decided to have a topmast and gaff made of Oregon pine. They were finished on Sunday. The topmast was originally designed to be sixty-seven feet long but after being fluished it was shortened five feet. The new wooden gaff is sixty-seven feet long and has two sheaves, one at each side of the outboard end, for the peak earing and the club topsail sheet. These are fitted into a strap that passes around the end of the spar. The heel is fitted with a brass cap having flanges that run several feet upward on top and bottom and are kept in place by two brass bands.

One of the foremost of the naval constructors visited Robins's yard on Saturday and contrived to get on the floor of theldry dock, where the Shamrock was, unnoticed. After looking the yacht over he said that while she was undoubtedly an able boat she did not compare favorably with the Columbia, as a piece of workmanship. The latter's sides he considered much smoother.

Men of great technical knowledge around the yard, however, think that the Shamrock will come nearer to taking the Cup than any boat that has ever been sent across the Atlantic. There is a growing suspicion that the yacht has been "muzzled" to hide her speed. One of her crew was heard to say recently to an English friend, who went to visit him at the yard, that the Shamrock could beat the Britannia by one hour in a thirty-mile run. "Then why didn't she do it?" queried the

visitor. The reply was: "Why should she do it and give the Americans a line on her speed. But she could do it, all right."

The photographs taken on the other side all show the Shamrock kicking up an awful fusa at the bow and stern. When seen out of the water there seemed no good reason for the foam at the bow, as the entry is easy enough, even if not quite so fine as that of the Colum-

The wake of the Shamrock is easily enough secounts ! for by the broad counter and heavy quarters. Still the experts who have seen protty nearly all the competing yachts are not estisfied by any means that the Shamrock has been doing her best in her trials.

FOINTS FOR SPECTATORS,

How the Shamrock and Columbia Will Re Started in To-day's Race.

The main thing to be remembered by those who intend to witness the yacht race to-day is this: The heats will sail fifteen miles to windward or lesward and return, a distance o thirty miles. The start will be made from the | grey diagonals, \$22; grey cheviots, \$20, \$18 and \$18. Sandy Hook Light, as near 11 o'clock as possible, unless the wind is blowing from a direction which no essitates moving the starting coint further out to sea, in order that the fifteen miles straightaway can be negotiated without running on the Long Island or New Jer-ev shores. But the Light is so situated that unless the breezes come from a point between northeast by north and east northeast half east, a clear course can be sailed in

The Regatta Committee's tug will anchor about a furlong from the lightship at right angles with the wind.

It may be, if the wind holds from the north, that the first leg will be to leeward. In this case the boats will go rushing over the line with spinnakers set. If, however, the committee decides to make the first leg a beat against the wind, the yachts will cross with the mainsails

fifteen miles away. Before the race begins one of the Regatta Committee's lows will log off the fifteen miles sailing straight into the wind or straight before it, as the Committee

wind or straight before it, as the Committee may direct.

It has been decided that unless the race is started by 12:30 o clock, the contest will be postponed until Thursday. This rule was made in order that the beats would have plenty of daylight. If the race is not finished within five hours and a half, it will not count and must be sailed over again.

The second thing to be remembered, if you want to know what's going on, is to keep your eve on the Regatta Committee's bout.

If the plans go through smoothly and the wind is kind the committee will call the meeting to order at 10:45 o'clock, by fiting a gun on its tug. At the same time a huge red ball will be run up between the masts of the fig and a blue peter hoisted. This will be the preparatory signal. The Shannock and Columbia will then spring into action and begin getting in the best position they can for the manouvres to follow. Ten influtes later there will be a warning signal from the committee boat. This will be the second of another gun and the hoisting of a second red ball. The racers will now have five minutes in order gun and the hoisting of a second red ball. The racers will now have five minutes after the warning signal their gun will be fired and instantly the two red balls will drop to the deck.

The race will now be practically on. The boats have two minutes in which to cross the line and if they alse inore thus that time they will be handcapped, or, in other words, their time will be taken from the sound of the starting gun. At the end of the two minutes the blue peter will be aignalled by flags from the course will be signalled by flags from the course will be signalled by flags from the course that he will get as near the scene of action as possible.

There are elaborate yachting rules to cover every point which may arise. If the boats to

possible.

There are elaborate yachting rules to cover every point which may arise. If the boats to-day are started promptly at 11 o'clock, and the wind is strong, the race should be finished by 2:30 o'clock.

ANTI-TAMMANY CONFERENCE.

Republican County Convention to Adjourn-Candidates It Will Insist On.

The Republican County Convention will meet this evening in Murray Hill Lyceum. After electing a chairman, probably State Senator Elsberg, and adopting a platform the conven tion will appoint a committee to take part in the City Club's conference on judicial nominations and will adjourn to await the result of the conference. No nominations will be made

The City Club has sent invitations to every organization in the county which is opposed to Tammany Hall asking them to aid in the nomination and campaign of candidates for the bench who shall run on a platform condemning the assessment of judicial nominees for campaign contributions. The Bar Association, the Citizens' Union, and other organizations will take part. It is said that the Citizens' Union will urge the endorsement of Justice Barrett and the nomination of ex-Justice Jo-seph F. Daiy. There will be opposition to the nomination of Justice Paly, because he was

seph F. Daly. There will be opposition to the nomination of Justice Daly, because he was defeated last year.

As one of the delegates to the County Convention of the Republican party," said President Quigg of the County Committee yesterday. I am absolutely opposed to the endorsement of Justice Barrett, who, it is said, is to be on the Tammany teket. I do not believe that we should have any dealings of any kind with Tammany, and I should oppose the endorsement of Barrett if Tammany would give all the rest of the county theet to us. I am opposed to any deal of any kind with Tammany.

"The Republicans are going to this conference at the City Club to agree, and I am convinced that before it is over we will have reached an understanding. I do not know what other organizations are to be represented their, nor do I know anything about the candidates who may be brought forward. I am puriosely refraining from any forceasts, for we intend to agree with the other enemies of Tammany Hall.

In answer to a question regarding the possibility of ex-Justice William N. Cohen becoming a candidate, Mr. Quigg said that Mr. Cohen would not accept a justiceship, to say nothing of a nomination for the bench. Mr. Cohen was now established in his law practice and would not give it no reallow anything to interfere with it. The Independent Labor Party, it is understood, will urge John S. Crosby, follower of the late Henry George, as a candidate.

"Two nominations the Republicans will in

candidate.
"Two nominations the Republicans will insist on," said Mr. Quing, "Justice James A. Blanchard of the Court of General Sessions and Surrogate James M. Varnum must be nominated for the offices which they hold now by appointment. I am glad to say that I have not heard of any opposition to either of them. In fact I have heard them spoken of most cordially by a great many persons of influence dially by a great many persons of influence. dially by a great many persons of influence among the independent voters."

FRESH BREEZE PROMISED.

Weather Bureau Also Predicts a Fair Day for the Yacht Race. The weather forecast for to-day is

Fair and warmer: fresh northeast winds.
The Weather Bureau at Washington yesterlay issued the following special forecast for the yacht races: "There is every indication that the wind will be fresh to brisk from the northeast for the yachting course on Tuesday." Should these conditions prevail the prospects for a fine race are excellent

Solly Smith Loses on a Foul. PITTERUNG, Oct. 2 .- Solly Smith of New York and Jack McClelland fought here to-night. John Quinn, the referee, gave the fight to Me-

Clelland in the fifth round on an alleged foul. Smith broke his left forwarm in the accond cound, and although afterward his right did all the work, he had McClelland at his merey all through the fight. Smith was struck twice very low.

Naval Orders.

WASHINGTON, Oct. 2.-These naval orders have been issued : have been issued:

The order of Sept. 5 for the detachment of Capt.
H. C. Taylor from command of the Indiana O.f. 3 has been modified so that Capt. Taylor will surrender command at once to his securitive officer, who will in turn be relieved by Capt. F. W. Dickins. The order transferring Lieut. A. H. Winter Halter from the League Island Navy Yard to the Monongahela has been revoked. Assistant Surgeon, R. S. Blakeman, promoted to Past Assistant Surgeon, Licutenant Commander E. M. Highes to the Boston Navy Yard. Lieut. G. B. Brittain, from the Lancaster to home and wait orders.



Wednesday's Weather Forecast. For the entire United States, or all the English lales: a cold day, skies grey and overcast; increas ing cloudiness Thursday and Saturday.

This perhaps explains why everybody is in the mood for grey overcoats.

Medium weight, light greys, dark greys and black just flecked with white, \$40, grey whipcord and cose basket weave grey cheviots, silk lined, \$30; grey basket weave cheviot, serge lined, and rough

But big as is this stock of greys it's but a fraction of the entire stock-a stock containing everything good in overcoats, short, long or between; light, medium or heavy weight.

We make to fit.

You'll buy the Columbia-Shamrock scarf-if you're still in the Race.

ROGERS, PEET & Co.

ACTORS IN NEW ASPECTS. WILLIAM H, CRANE IMPERSONATES
PETER STUYVESANT.

Otis Harlan as a Secret Widower-Stage Fiction by Brander Matthews, Bronson Howard and George R. Sims-Wagner in English by the Castle Square Company. At Wallack's Theatre last night William H. rane added to his long row of typical Amercan figures. This latest of them, being Peter Suyresant, was necessarily wooden in one leg. His physical peculiarity was, of course, the first point in the portrayal to get the attention of the audience. Mr. Crane's face was this time neglected until his device for imitating the Dutch Governar's loss of a leg had been scrutinized. Not the bare feet of Trilby. nor the long nose of Curano, had been more curiously greated than the peg-leg of Peter Even the applause which always welcomes Mr. Crane in a new play had to wait a little till his walking gear was looked at. How had he done it? Had he cut off a leg in the interest of art? At least he had put himself to inconvenience, if not to torture. His right leg was bent up at the acutest feasible angle from the knee, and the lower portion was hidden place from the knee down only a wooden place showed. He stumped around in a realistic fashion, danced comically at one jovial juncture. and deplored his maimed condition seriously. when a soldierly impulse possessed him. The wooden leg was not obtrusive, however, as might well have been feared for it It was not of either farcical or dramatic value, but it was an obvious portion of the portraiture, and in that way quite legitimate But Mr. Crane's performance was not wooden, aside from the leg. On the contrary, his acting was flexible with genuine feeling, which had a considerable range from unctuous humor to raging choler, and was safely within the bounds of those abilities which have kept this

comedian in favor with very many people.

The play of "Peter Stuyvesant, Governor of New Amsterdam," had been written first by Brander Matthews, and afterward refashoned by Bronson Howard. It was sufficiently historical to have an environment of truth The time and place were 1931 and our island of Manhattan. The British were conspiring to take the colonial government away from the Dutch. This political intrigue ran along through the piece, and provided some of the action. But the authors had kept in mind the demand of audiences for lovers. and had created four to be mismatched by Stayresant. That was the scheme for the fletional section of the comedy, as the Governor was, in fact, a famously obstinate man, and as the actor, had been excellent in right heart, the reasonable calculation had been that historical interest might be attended by nomular diversion. No mistake had been made in the plan of the work. A wooer had not been made of Mr. Crane. He did not have to undertake the, to him, impossible task of a sentimental courtship. His connection fellow who, for political reasons, was deternot intermarry as their hearts inclined them to, but as he dictated. All through his misdirected and futile efforts he was blind to his mistake, and even misted the two girls into jealous misery. There was first rate comedy in some of those misunderstandings, and they were the best entertainment that the evening afforded. The quartette of young sweethearts were William Ingersoll, William Courtney, Sandol Milliken and Percy Haswell, all comely and agreeable. There were two other and more broadly humorous pairs in William Sampson as a French woose of Selene Johnson, and Thad Shine as an Irish woose of Lelia Bronson. Thus it will be seen that there was an abundance of saxual sentiment immediately surrounding Mr. Crane, and in various ways he was actively mixed up with it as an anniable medder and would-be controller. The production was handsome in costumes and scenery, as well as carefully correct. No star is more liberal than Mr. Crane in the mounting of plays. The audience seemed appreciative of his efforts to provide good entertainment. He was called out four times at the end of the third act. He declined to make a sneech, but Mr. Howard spoke briefly for Mr. Matthews and himself. was blind to his mistake, and even misled

What was said of the twins who so closely resembled each other might be repeated in reference to "My Innocent Boy," which was produced for the first time in this city at the Garrick last night. Many farces are very much alike, but this one is more so. Every one has a liar for its central character. In this piece the author. George R. Sims, had in a reckless moment devised a new course for his "hero's" prevarication. His originality stopped there, however. A man had been married, become a father and a widower all without his family's nowledge. His father supposed him to be the most innocent and unso-phisticated being possible. This watchful parent arranges a marriage for his son with a woman who writes books and lectures on truth. It should be also mentioned that she has been engaged to her husband-elect's friend who is now paying court to that man's daughter. From these facts any theatregoer can tell what ensues. The "innocent boy" is wedded and keeps his wife in ignorance of his former marriage, for no rea-son but to give himself an opportunity to run in and out of doors, to get locked in a dark closet with his enraged father, and to jump out of windows at various in-tervals. All these things seemed laughable last night more because they were gone through with a snap and go than for any real comic merit. It was one of those pieces that was moderately amusing and seemed at every moment just on the verge of being exceptionally funny. It never got over the medium mark, however, For some unaccountable reason Mr. Sims bills his play as a comedy. It is a long, long way from being that. Viewed as a farce, it is a commendable work; as a farce, it is impossible. Otis Harlan was introduced as a "star" last night for the first time. He has been that in the public estimation for some years. His performance of Hot Stuff in "A Black Sheep" settled his position, Perhaps the success he made in "A Day and a Night" last year persuaded Mr. McKee to put him forward in "My Innocent Boy." His part in that piece was identically the same as in this one. Last night Mr. Harian's unctuous acting carried a farce to success which otherwise would probably have met one of those lukewarm receptions which neither condemns nor praises. Florence Lillian Wickes was the young lady who so admired truth. She looked beautiful and came up to the requirements of her role, Joseph Ailen played one of those noisy old men who is funny for about five minutes and then begins to grate on one's nerves. Frank Donne was a really amusing friend, who is the most in offensive person possible and yet gets blamed for everything. The rôle was one of the best in the play, and though Mr. Doane was lunny. in the play, and though Mr. Doane was tunny, he didn't get all that was possible out of it. Ada Deunes, as usual, gave an admirable character sketch. Bert Young, who managed to be a bore from start to finish, would do well to study her methods in characterization. If not her's, then some one elses. Eight schoolgirls, who looked more like ballet daneers in rehearsing costume, were unyed by Heiene Turssant, Mamie Forbes, Agnes Nars, Frances Tyson, Nettie Neville, Helen Walton, Adele Hamilton and Vera de Ford.

When Mr. Sims named his farce, he probably tried to think up a catchy title. But as Juliet said, as she struck artistic attitudes on her balcony and spoke her thoughts in the most solect English. "What's in a name?" It might have been called "My Absent Boy or The New Boy" had not these names been used for other farces. Ages may come and go, but the same. Compared to the lasting qualities of the first and only farce plot known the Sphnix is a mere ten-day wooder. The man who would dare try to make an audience laugh over a new subject would be an unwelcome innovation. We want to be amused—why not then old situations as well as the new?

The Castle Square Opera Company began its

The Castle Square Opera Company began its third season ambitiously at the American Theatre last night. Richard Wagner's popular opera "Die Meistersinger" was sung for the first time in this country in English. It will be seen that the organization, in view of its means, set almost a reckless task for itself, judged by the highest standard. It is not customary, however, to use such tests of the

schievements over at the American. It is enough to expect that the best use is made of the facilities at hand. Sometimes this question is complicated by the ques-tionable policy of undertaking what cannot possibly be well done. That element could not be kept out of mind in any attempt to decide what view should be taken of the performance given last night. It was obvious that little praise could be given to the performance as an attempt to present Wagner's opera properly. There was scarcely a share in the achievement

Wagner's opera properly. There was scarcely a share in the achievement that could from such a view point be considered-passable. As a cheap-priced production of the work, however, it was comparatively satisfactory. If there is a public to enjoy "Die Meistersinger" in this form, the experiment may be successful. But as it is an opera abounding in difficulties for its interpreters, demanding the most skilful and finished performance and depending for much of the claim on these qualities, the policy of undertaking such a difficult task can reasonably be questioned. Musicianly audiences will never be satisfied with the results obtained at the American last night and the customary public will never learn to like "Die Meiatersinger" anywhere.

To consider the performance from the least exacting standards will make it possible to praise the Eva of Yvona de Treville for its intelligence and simplicity and to commend her singing the quintet: to commend the authority and dignity of fiarron Berthold as Walter and the humor Homer Lind's Beckmesser. William Mertens an Hans Sachs was the least competent performer in the cast. Henry Davies was an admirable Parid and Marie Matteld a conventional Magdalena. The opera was literally cut, the tempt were strange and the chorus precise but exaggerative in every dramatic element of its work. The company showed the result of careful study and training. The scenery was new and appropriate.

THE LOOT OF THE SCOTSMAN.

Members of the Crew Arrested at Montreal and Liverpool-Baggage Saved.

MONTREAL, Oct. 2.-When the Dominion Line steamship Ottoman arrived here to-day from Quebec twenty-five of the thirty-seven members of the Scotsman's crew who were on board were arrested. Their luggage was searched and a large quantity of valuable articles taken from the wreck were found in their possession They said the things had been given to them o found on the shore. A number of them were held and with those arrested on the Montfor vesterday were brought up in the police court this afternoon. They all pleaded not guilty and were remanded.

Word was received by the Dominion Line to day from St. John's, N. F., that nearly all the baggage had been saved. This news was unexpected, as from all accounts of the wreck the ship had filled with water in such a way as to give no hope of recovering the baggage. The telegram says the greater part of it was taken from the wreck on Wednesday, the day after the Montfort left, and was put on schooners and taken to St. John's. Owing to the extreme list of the Scotsman a great part of the baggage was untouched by water. It will be forwarded to Montreal immediately and delivered to its owners. owners.

to Montreal immediately and delivered to its owners.

The ship had been abandened by the Dominion Line to the underwriters. The underwriters have the arrangements in hand and all salvage will be seid for their benefit.

Among the passengers who arrived in Montreal on the Ottoman to-day were the Rev. Dr. Chalmers, a Scotch missionary who had been home on a visit and who is returning to the East by way of Vancouver. He was the last passenger the Ottoman ricked up. He is 74 years of age and was nearly exhausted. There were understood to be others on the island who had wandered away and were hopelessly lost. These persons were in search of fishermen's huts or other shelter, but their quest was in vain, as except the lighthouse there is no habitation upon this island.

Livenrout, Oct. 2.—When the steamship Monterey arrived here to-day, the police boarded her and arrested twelve of the firemen of the steamship Scotsman who had been rescued from the wreek.

Deaths of Soldiers in the Philippines. WASHINGTON, Oct. 2 - The following death report from Gen. Otis has been received at the War Department:

Adjutant General, Wathington: "Manita, Oct. 1, "Following deaths since last report: Pulmonary tuberculosis, Sept. 1, Clarence Anderson. Company E, Twenty-third Infantry. Dysentery, chronic, Sopt. 16, Peter O. Olson, Company C. Twenty-third Infantry; Sept. 23, Allyn B. Wilmot, Company A. Twelfth Infantry; Sopt. 23, Allyn B. Wilmot, Company A. Twelfth Infantry; Sopt. 27, Joseph Hilmes, Company D. Kineteenth Infantry, Cirrhosis of liver, Sept. 22, Joseph Hilmes, Company D. Kineteenth Infantry, Nephritis, Stanislas Stvan, Company B. Fourth Infantry, Typhoid fever, Sept. 23, Corporal Uyssee Copies, Company F. Sixth Artillery; Joseph P. O. Rourke, Company I. Fourth Infantry, Sept. 26, Richard E. Baylis, Company I. Sixth Artillery; Sept. 27, Robert Marshall, Company D. Thirteenth Infantry, Meningitis, cerebrei, Sept. 25, Sydney Ryadick, Company F. Thirteenth Infantry, Sylenic leuchæmia, Luther M. Ellett, Company A. Twenty-fourth Infantry, Atrophy of the liver, Sept. 28, Henry Mareau, Company F. Fifth Artillery, Bright's disease, chronic, Corporal Edward Fitzgerald, Company B. Fourth Cavalry, Gunshot wound, accidental, Sept. 26, Saul Cones, Company C. Twenty-fourth Infantry, Diarrhora, chronic, Sept. 20, John Moran, Company F. First Artillery, Otts. tery, chronic, Sept. 16, Peter O. Olson, Com-

Army Orders.

WASHINGTON, Oct. 2.- The following Army rders have been issued: Capt. John H. Baker, Forty-sixth Infantry, re-ently appointed, to Milwaukee for temporary reruiting duty.

(apt. Thomas Leonard, Forty-fourth infantry, reentily appointed, to St. Paul for temporary recruitcentry appointed, to St. Paul for temporary recruitions duty.

First 14 out Thomas W. Winston, First Artillery, to Fort San Jamino.

Acting Assistant Surgeon J. Webb Curtis, from Chicago to Fort Thomas, to accompany the Forty-eighth infantry to the Philippine Islands.

Acting Assistant Surgeon John C. Lewis, from Georgetswan, Kr., to Camp Mesale to accompany the Forty-first Infantry, to the Philippine Islands.

Capt. Fred E. Brumm, Forty-fourth Infantry, recently appointed, to Fort Leavenworth and join his regiment. regiment.
Capt. Isaac P. Ware. As istant Surgeon, having been found in apacitated for active service on account of disability which is not the result of any indident of service, has been wholly retired from active service, and his name will be henceforward omitted from the army register.

Major Simon P. Kramer, Surgeon, from New York city to this city. ony to this city.

Acting Assistant Surgeon Aubray P. Higgins, from
our Hamilton to Jefferson Barracks, relieving Acting Assistant Surgeon August Von Glossman, ordered
oSt. Louis to relieve Capt. Wm. O. Owen, Assistant
burgeon; the latter to San. Francisco as sanitary inmentor. Fol. Charles R. Greenleaf, Assistant Surgeon Gen-eral, from San Francisco to Manila, as chief sanitary inspector, Department of the Pacific.

CASE OF THE INDICTED ROYALISTS.

Special Cable Bespatch to THE BUR. Panis, Oct.2,-Counsel for the Royalists who were indicted for conspiracy against the State, assert that there is nothing in the dossier that contains any evidence against their clients. These persons are to be brought up in court to-morrow in the following order: M. Buffet, M. Eugene Godefroy, M. Frenchencourt and the Comte de Sabran-Ponteves.

Cannon Defents Carrick at Wrestling.

Special Cable Despatch to THE SUR.
LIVERPOOL, Oct. 2.-Cannon and Carrick restled here to-night for the championship of the world. Each won a fall, but in the third bout Carrick's shoulder was dislocated and Cannon won the match.

Mrs. Langtry's Profits. Special Cable Despatch to THE Stre.

LONDON, Oct. 2.-Mrs. Langtry says her new play. "The Degenerates," is bringing her in

utnow's **L**idney Trouble

Your doctor indorses it. Your Druggist sells it.

For free sample mail this coupon.

8. Send to Kutnow's, 853 Broadway, city.

W. & J. Sloane

Our Autumn Display of Rich ORIENTAL RUGS

Is the most comprehensive ever shown in this country, and includes notable specimens of every recognized weave and texture.

Our facilities for obtaining the rarest specimens are unequalled. The entire first floor of our enormous establishment is devoted to

Broadway & 19th Street:

If you want a safe that is absolutely secure and reliable, and not pay more than it is worth, call or send for "Hall." We have a sixty years' reputation behind us,

Hall's Safes.

Your old safe exchanged for a Modern "Hall." Second Hand Safes for sale KINSEY, RAINIER & THOMSON, GENERAL AGENTS, 393 BROADWAY, N. Y.

Safe moving and repairing

CAPT. CARTER GETS A WRIT. HABEAS CORPUS OBTAINED FROM JUDGE LACOMBE,

Allegation Made That the Sentence Is Not

According to Statute or Constitution-the Disjunctive Power of the Conjunc tion "Or" Sole Reliance of the Prisoner Judge E. Henry Lacombe, of the United States Circuit Court, issued a writ of habeas corpus last night for Oberlin M. Carter, now a prisoner in Castle Williams, Governors Island. The writ was issued on petition of Abram J. Rose, of Kellogg, Rose & Smith, counsel for Carter, Mr. Rose had said yesterday afternoon that no applies tion for a writ would be made on behalf of Capt. Carter, but late in the afternoon something occurred to change his mind. Mr. Rose went to Governors Island to have his client sign the petition himself, but it was after hours, and he was obliged to content himself

cation for a writ would be made last night The petition sets forth the charges on which Capt. Carter was tried by court-martial, and then goes on to say that he has been imprisoned "by virtue of a sentence imposed on him by a general court-martial convened by the President of the United States, which sen tence is as follows:

with sending word to the prisoner that appli-

"And the court does therefore sentence the necused, Capt. Operlin M. Carter, Corps of Engineers, U. S. A., to be dismissed from the ser vice of the United States, to suffer a fine of \$5,000, to be confined at hard labor at such place as the proper authority may direct for five years, and the crime, punishment, name and place of abode of the accused to be published in the newspapers in and about the station and the State from which the accused came or where he usually resides.

The petition recites that the provisions of the

accused came or where he usually resides.

The petition recites that the provisions of the aentence as to dismissal and degradation have been carried out and that the imprisonment has begun and says. "It is provided by Article (3) of the Articles of War, Section 1342 of the Revised Statutes of the United States, that every person who shall have been convicted of the offences of which said Carter was found guilty shall on conviction thereof be punished by fine or imprisonment or by such other punishment as a court-martial may adjudge."

"Having suffered the punishment of dismissal," the petition continues, and the degradation of the putilization of the crime and punishment as imposed by said sentence, the imprisonment and detention of said Oberlin M. Carter is without authority of law, and the further punishment and detention of the said Oberlin M. Carter and the carrying out of said sentence is contrary to law and the provisions of the Constitution of the United States of America and is illegal."

In other words, the law gave the courtmartial, says Mr. Rose, the choice of three separate punishments, each of which barred all the others. The court imposed all of them; all but the first, that of dissmissal, are void. The violation of the Constitution alleged consists in punishing Carter twice for the same offence, Mr. Rose when seen last night said that he thought the writ would bring about the release of Capt. Carter.

The writ is to be served on Gen. Merritt and

when seen last night said that he thought the writ would bring about the release of Capt. Carter.

The writ is to be served on Gen. Merritt and Capt. Roberts, the commandant of Fort Columbus, to day, and is returnable at 11 o'clock to-morrow morning.

It is expected that who Capt. Carter is sent to Fort Leavenworth another prisoner now confined at Castle Williams, William 8 Merriam, who was arrested last July on the charge of larceny, fraudulent enlistment and absence without leave while acting as a clerk at a recruiting station in Philadelphis, will be sent with him. Merriam stole a watch from a soldier at the recruiting office, and was tried by a court-martial at Fort Hamilton in August. He was sentenced to serve two years at Fort Leavenworth.

If Cant. Carter is accompanied by Merriam, Gen. Merriit will probably direct Capt. Roberts, Post Commander at Governor's Island, to detail a commissioned officer, a non-commissioned officer and two or three privates as a guard for the two prisoners.

It was said yeaterday that Capt. Carter would probably not wear the distinctive army prisoner's garments until he reached Fort Leavenworth. The usual prisoner's costume consists of dark brown khaki trousers, a blue shirt and a black felt hat, on which are at first painted a number of P's in red. When the prisoner is put on probation or becomes a trusty the red letters are changed to white If a prisoner breaks his parole he is changed to the third class of prisoners and the letters are changed to yellow.

The Weather.

The centre of high pressure was over the lower Lake region yesterday, throwing off cool northerly winds into the Atlantic States, and causing frost as far south as Tennessee and northern Georgia. In Virginia. Maryland, Deleware, New Jersey, New York and Pennsylvania the frost was heavy, Throughout the States, from Texas northward to Minnesota, the pressure was low, and the tempera-

ture was higher, and rising.

Fair weather was general, except for showers in
Florida and in the upper Missouri Valley. In this city the day was fair and cooler; average humidity 55 per cent.; wind northerly; average ve-locity sixteen miles an hour; harometer corrected to end to sea level at S A. M., 30 48, 3 P. M., 30 41. The temperature as recorded by the official ther nometer, and also by The Sun's thermometer at the

moments, and also by the series to moments at the street level, is shown in the annexed table:

- Official - Shan's, - Official - Shan's, - 1899, 1898, 1899, 1898, 1899, 1898, 1899, 1898, 1899, 1898 WARHINGTON FOREGAST FOR TUESDAY,

For New England, fair in the interior, cloudy on the coast Tuesday and Wednesday; rising temperature; fresh north winds,

For the District of Columbia, eastern Pennsylvania, New Jersey, Delaware, Maryland and Virginia, fair and warmer Tuesday; fresh northeast winds; Wednesday cloudy.

For western Pennaylvania, western New York and Ohio, fair and warmer Tuesday, fresh cast

The Chances Are Very Much More

winds; Wednesday fair.

Than favorable for filling your Hotel or Boarding House with desirable patrons if you place your advertising in The Sun's columns.—Adv. by all first-class grocers.—Adv.

Ladies.

Your Opportunity is now-and right here in our

Women's Department. Golf Capes, in the new plaid back materials-\$10. A superb line in exquisite colorings,

A striking and well-made Golf or Rainy Day Skirt-\$5.00. Better ones-in a large variety of "smart" fabrics-\$7.50, \$9, \$10.50, \$12

These are preaching prices.

Hackett Carhart Co BROADWAY Cor. Canal St.
Stores. Near Chambers.

Modern Plumbing.

To those who are anticipating building, a visit to our showrooms is often a revelation and at all times a liberal education. The appliances for cleanliness, comfort and luxury are a surprise and pleasure to all who come to inspect. We cordially invite you to call upon us.

THE J. L. MOTT IRON WORKS, 84-90 Beekman st., 103 Fifth av.

Established 1828.

FF FLINT'S FINE FURNITURE OAK NEST TABLES,

> \$10.00 45 WEST 234 STREET.

GOT VERY DRUNK AT SEA.

Three of the Montcalm's Sailors Steal Liquor From the Ship's Cargo. Capt. Horace Shallis of the British ship Montealm came to Pier A yesterday afternoon and informed the sergeant of the steamboat squad that three of his sailors were in irons on board the ship and deserved to be locked up. He said they had broached the carge and abstracted from various cases much fine wine and whiskey which they had drunk, afterward

creating commotion aboard ship by hilarious

and insubordinate behavior. The sergeant called Detective Schaffer and some policemen who went to the Monceaim in a launch and brought away the offending members of the crew, who are all British subjects. To-day the men will be turned over to the British Consul, who will send them to England for trial.

COFFEE HEART. Many People Think They Have Heart

"My husband and I used to drink Mocha and Java coffee at forty cents a pound. We made it strong and always had it for breakfast; some-times in cold weather for luncheon and dinner. A form of heart disease came on to both of us. Husband complained of his heart missing a beat sometimes and that he could not sleep after drinking coffee for the six o'clock dinner. I had pains at the heart, and very peculiar smothering sensations, frequently accompanied with sick beadache. . My physician forbid the use of coffee, and we were put on Postum Food Coffee, with the result that both husband and myself have fully regained our health and our hearts are all right and perfect now.

"I have reached such perfection in making Postum that husband cannot fell either by look or taste whether he is drinking fine coffee or Postum, and he is a connoisseur in coffee. We drink Postum two or three times a day and it never palls on our taste.

"A good many people make Postum in a very slipshed manner; that is, they dash a little into For eastern New York, fair Turnfay: fresh north to the coffee pot and let it bubble up a little while northeast winds. Wednesday cloudy. of a drink. On the contrary, when four heaping tenspoons to the pint of water are used and the Postum allowed to boll fully fifteen minutes after the boiling begins (not after it is put on the stove but after the real boiling begins), then one obtains a beverage that is worth while.

"I have no objections to your using my name." Mrs. J. M. Courtright, 800 Third street, S., Minneapolis, Minn. Postum is sold